

CRESCENT CITY CONNECTION DIVISION



A Louisiana Department of Transportation and Development
Presentation

Secretary Sherri H. LeBas, P.E.
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Agenda

- History
- Operations
- Audits/Evaluations/Reviews
- Projects
- Actions
- Future options



History of Toll Amounts



Over the last 20 years, toll tag revenue has decreased from .50 cents to .20 cents per axle.

Tolls Lowered 3 times after Jan. 1989*

Initial Fee	Cost 0.50 cents per axle, with toll tag
July 1989	Cost 0.35 cents per axle, with toll tag
Oct 1994	Cost 0.25 cents per axle, with toll tag
Oct 1999	Cost 0.20 cents per axle, with toll tag



History of Toll Amounts



Project Development

If tolls remained at initial fee as created, an additional estimated \$146 million would have been collected, creating the necessary funds to construct all of the identified projects as originally estimated.



Operational Areas Supported by Tolls



- Ferry Service
- Ferry Security
- CCCD Police
- Motorist Assistance
- Construction and maintenance for new projects
- Maintenance Costs
- Roadway lighting within the corridor



Ferry Overview

CCCD Ferry Operations is responsible for operating six (6) vessels along the following routes:

- Gretna to Canal Street
- Algiers Point to Canal Street
- Lower Algiers to Chalmette

These locations serve approximately 685,000 vehicles and 942,000 pedestrians per year.

Over 1.8 million people ride ferries annually



Ferry Overview



- **\$11.6 million in expenses**
 - **\$9 million in operating costs**
 - **\$2.6 million in capital costs**
- **\$252,000 of revenue taken in from cars**
- **\$1 – one way (.50 per axle)**
- **Pedestrians ride ferries free of charge**



Police Department

- 29 officers (six officers on duty)
- 24 hours a day, 7 days a week
- Provide security for 13 miles in and around bridge including all surface streets providing access to the bridge, toll operations and CCCD ferry landings/terminals.



Audits/Evaluations/Reviews

- Performance
- Police
- Forensic
- Annual Legislative Audits

We are reviewing each finding and developing an action plan and status



Contract Finding

May 2004: sole source selection of consultant contract

Issue

- DOTD is under Title 48 which allows sole source for engineering contracts
- Title 47 which provides for the tolls and collections allows no spending of toll funds on sole source engineering



Contract Finding

Action Taken

- New policy implemented
- Agreements/contracts now reviewed by consultant contracts and legal at Headquarters
- Example
 - HNTB



LA 1 & CCCD Billings

Issue

- Costs and billings were not being separated

Action Taken

- Reimbursement from LA 1 to CCCD
 - \$837,773 (building expansion)
 - \$62,290.88 (operations)
- In process: LA 1 and CCCD costs to be separated
- Long Term: Outsource LA 1; full separation



Resolution: Police Force Review

Task Team formed

- Review of operations
- Review for process improvements/efficiencies
- Role in security and traffic control



Mandated Items Completed

The legislature mandated that certain items be completed before any funding could be done on the 13 projects

- Opening transit lanes for “HOV2” or “High Occupancy Vehicles 2” traffic on the Greater New Orleans Mississippi River Bridges.
- Providing an additional toll tag lane for cars entering from the Algiers area.
- Installing a video or photo monitoring system as defined in R.S. 47:820.5.1(C)(3).
- Repainting the upriver span of the Crescent City Connection bridge

All of these were completed



Original 13 Projects: 5 completed

Completed Projects

- Funding of the required land use plan of the bridges (s) right of way.
- Completion of the bridge(s) projects and its approaches.
- Lighting, landscaping and traffic improvements
- Installation of control devices regulating traffic on the HOV lanes
- The General DeGaulle Drive, Terry Parkway and Shirley Drive landscaping and beautification project.



Update on Remaining 8 Projects from Original 13

- **Extension Of Peters Road South To An Intersection With Louisiana Highway 23**
- **Widening of Lapalco Blvd**
- **Improvements on Barataria Blvd. & Terry Pkwy**
- **4th Street Extension**
- **Peters Road On/Off Ramps**
- **Mardi Gras Blvd. Down Ramp**
- **General DeGaulle Improvements**
- **Repainting of the Crescent City Connection**



Actions

Administrative Changes:

- **New Secretary of Transportation and Development appointed**
- **New Assistant Secretary for Operations appointed**
- **New Director of Statewide Toll Services appointed, responsible for directing staff of CCCD**
- **Public Information officer for New Orleans area**
- **Transferred some CCCD staff to DOTD District**
- **CCCD Oversight Committee reactivated**



Actions

Procurement Changes:

- **All contracts now reviewed by Legal and Consultant Contracts Departments**
- **Legal contract managed and tasked by Headquarters' legal counsel**

Operations Changes

- **Re-routed the Gretna Ferry – ridership doubled**
- **Expanding motor assistance**
- **Enhance landscaping efforts**



Actions

Consultant will be tasked to:

- **Transition plan for removal of tolls; statute states tolls will be removed in 2012**
- **Augment staff in select areas with contract workers as CCCD staff retires or voluntarily terminates their employment**
- **Financial expertise and assistance as appropriate and necessary**
- **Audit Response Summary**



Future of CCCD

**The following options were
presented to the legislature to
assist them in deciding the future
of CCCD**

Option 1

- **Tolls automatically expire on December 31, 2012, no action needed.**
- **Operational Considerations**
 - Toll booths may need to be removed
 - Most of 200 employees will be laid off
 - Projects not completed will need other funding sources.
 - Ferry service eliminated, continued or reduced.
 - Police/Traffic Management will be the responsibility of local law enforcement.
- **Financial Considerations**
 - DOTD will begin phase out and phase in services provided by CCCD.
 - The \$5-\$6 million received from the Highway Fund 2 goes to TTF.
 - Operational and maintenance cost of the bridges will have to be borne by the TTF, so DOTD operational and maintenance funds will have to be redistributed.



Option 2

- **DOTD continues operation.**
- **Legislative action needed to extend tolls and make necessary realignments.**
- **Operational Considerations**
 - Toll collections continue with no technological improvements.
 - Employees will need to be reallocated to be consistent with realignment.
 - Projects not completed will need other funding sources.
 - Ferry service may continue.
 - CCCD Police should be transferred to State Police.
- **Financial Considerations**
 - The \$5-\$6 million received from the Legislature (Highway Fund 2) could continue if revenue is bonded.
 - Operational and maintenance cost of the bridges will rely solely on tolls.
 - A few minor to mid-sized projects could move to completion.



Option 3

- **Legislative action needed to authorize privatization of management services.**
- **Operational Considerations**
 - **Performance standards established and included in the RFP.**
 - **Award would go to the bidder that would provide the least expensive tolls schedule to meet standards and provide total project management.**
 - **Toll collections continue with the potential for improvements.**
 - **Employees could work for management company or face layoff plan.**
 - **Ferry services, Police and projects would need performance standards established that would not diminish existing levels of service.**
- **Financial Considerations**
 - **The financial forecast would depend on the market place and the established performance standards.**



Option 4

- **Legislative action needed to allow Mississippi River Bridge Authority to provide oversight, policy establishment, management and tolling authority.**
- **Operational Considerations**
 - **MRBA would approve a Director recommended by the DOTD Secretary that would be the onsite executive manager for the authority.**
 - **Level of ferry services, police and project development would be determined by the authority.**
 - **Toll collections would be determined by the MRBA authority.**
 - **Legislature would have authority to set parameters on toll collections**
- **Financial Considerations**
 - **The MRBA would have the authority to increase, reduce or remove tolls, based on legislative parameters.**



Option 5

- **Legislative action needed to create Mississippi River Bridge Authority to provide total management of the asset, independent of the State.**
- **Operational and Maintenance Considerations**
 - **MRBA would have all management authority with regard to current and future employees.**
 - **Level of ferry services, police and project development would be determined by the authority.**
 - **Toll collections would be determined by the MRBA authority.**
- **Financial Considerations**
 - **The MRBA would have the authority to increase, reduce or remove tolls.**



Questions



*To schedule a presentation by the DOTD,
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